

**In the Claims:**

1. (Currently Amended) An apparatus for inducting air for an engine, comprising:  
a throttle body having a main passage formed therethrough, a throttle valve mounted in the main passage, and a bypass passage bypassing the throttle valve; and  
a surge tank connected to the throttle body to receive intake air from the throttle body,  
wherein the bypass passage extends to the surge tank, and the surge tank defines a chamber connected to the bypass passage, the chamber having a larger cross-sectional area than the bypass passage.
2. (Original) The apparatus of claim 1, wherein an outlet passage is formed from the chamber to the main passage, the outlet passage being inclined toward main passage with predetermined angle.
3. (Original) The apparatus of claim 1, wherein the chamber, having dimensions capable of temporarily storing of the intake air from the bypass passage, is formed on the periphery of the main passage with predetermined range.
4. (Original) The apparatus of claim 2, wherein the chamber, having dimensions capable of temporary storing of the intake air from the bypass passage, is formed on the periphery of the main passage with predetermined range.
5. (Original) The apparatus of claim 1, wherein the bypass passage extends in the direction of the surge tank in parallel with the main passage.
6. (Original) The apparatus of claim 2, wherein the bypass passage extends in the direction of the surge tank in parallel with the main passage.
7. (Original) The apparatus of claim 3, wherein the bypass passage extends in the direction of the surge tank in parallel with to the main passage.
8. (Currently Amended) An apparatus comprising:

a throttle body defining a main passage and a bypass passage having an inlet in the main passage;

a throttle valve disposed in said main passage downstream of the bypass inlet;

a surge tank positioned downstream of the throttle valve and defining a continuation of the main passage to receive airflow therethrough, said surge tank further defining a bypass passage communicating with said throttle body bypass passage, and an outlet from said bypass passage into the surge tank main passage, wherein said bypass passage forms an angle not less than about 20 degrees and not more than about 40 degrees with said main passage at the outlet.

9. (Original) The apparatus of claim 8, wherein said bypass passage outlet in said surge tank is oriented at an angle with respect to airflow in the main passage to reduce noise resulting from simultaneous flow through said passages.

10. (Original) The apparatus of claim 8, wherein said bypass passage in the surge tank defines an enlarged chamber to store bypass air for supply to the main passage upon opening of the bypass passage.

11. (Original) The apparatus of claim 10, wherein opening and closing of the bypass passage is controlled by a solenoid valve.

12. (Original) An apparatus, comprising:

a throttle body defining a main passage and a bypass passage having an inlet in the main passage;

a throttle valve disposed in said main passage for opening and closing same;

a surge tank positioned downstream of the throttle valve and defining (i) a continuation of the main passage to receive airflow therethrough, (ii) a bypass passage communicating with said throttle body bypass passage, said surge tank bypass passage including an enlarged chamber, and (iii) an outlet from said bypass passage into the surge tank main passage, said outlet being oriented to direct bypass flow in a direction gradually confluent with main passage flow.

13. (Original) The apparatus of claim 12, wherein said enlarged chamber is of sufficient volume to store bypass air for supply to the main passage upon opening of the bypass valve, thereby stabilizing operation of an engine receiving intake air therefrom.

14. (Original) The apparatus of claim 12, wherein the bypass valve is a solenoid valve.